

## THE BARBOURS OF BREWER, MAINE.

Most Maine shipbuilding is generally thought of in terms of sailing vessels, and we have emphasized that phase of history in previous stories in LOG CHIPS. There were a great many steamboats built in Maine, however, mostly for local service. One of the leading yards engaged in steamboat work was that established by Captain Samuel H. Barbour.

Captain Barbour was born in Belfast, Me., in December 1839, and, like many other Maine boys of his time went to sea at an early age and attained command before he was out of his twenties. During the Civil War he commanded small sailing vessels coasting between Bangor, Brewer, New York, and other ports, and he became part owner in several vessels.

In 1872 he made his first venture as a managing owner, finding owners for a new three-masted schooner, the MAUD BARBOUR, 186 tons, which was launched at Brewer by Joseph Oakes & Son on 23 April. The three-masted schooner rig was relatively new in Maine waters at this time. Under command of Captain Barbour, the MAUD BARBOUR took a cargo of lumber from the Penobscot to New York on her maiden voyage.

A larger three-master soon followed, the 249-ton MAUD BRIGGS, launched by Oakes & Son on 16 October 1875. This was the last vessel built by the Oakeses, and their yard was afterwards leased by S.H. Barbour and known as the Barbour Yard. Captain Barbour had also built the sloop yacht ALICE, a 9-ton 45-footer, at Brewer in June 1874, and he used her in the summer cruising to the fast-growing resort of Bar Harbor.

In 1875 he built a steamboat for the work, the MAY FIELD, 48 tons, launched from a wharf at Brewer on 12 May, and she continued on the Bar Harbor run for three seasons. As business increased, the Bangor & Bar Harbor Steamboat Company was incorporated. Many Bangor business men took shares, and Captain Barbour was manager and principal stockholder. The new company took over the MAY FIELD, and on 5 May 1879 launched the CITY OF BANGOR, first of a long line of steamboats to be built in the Barbour yard. She took over the business on the Bar Harbor line with Capt. Barbour as master until 1881, when she was

sold to Portsmouth, N.H., and renamed CITY OF PORTSMOUTH.

The QUEEN CITY was the next Bar Harbor boat, in 1881, and she was joined in 1882 by the CIMBRIA.

Navigation on the Penobscot was halted by ice between December and March, and it was during these winter months that most of the building at the Barbour yard was done. During the winter 1881/82 the yard had four steamboats under construction at the same time. Here is the list of vessels built by the yard, omitting a few small steamboats under 50-ft length, and giving launching date, rig, and gross tonnage:

5 May 1879	CITY OF BANGOR	Screw Stmr	159
1 Jun 1881	QUEEN CITY	"	115
8 May 1882	CIMBRIA	"	289
9 May "	FLORENCE	"	39
15 May "	NELLIE KANE	"	11
15 May "	LITTLE BUTTERCUP	"	14
25 Apr 1883	HATTIE H. BARBOUR	3m. Schr.	301
3 Oct 1883	ANNE LORD	"	287
3 Nov 1883	LELIA	Stm. Yacht	32
29 May 1884	ALICE	Screw Stmr.	12
13 Jun 18	CREEDMOOR	"	19
4 Jun 1886	SILVER STAR	"	76
14 May 1889	CASTINE	"	69
16 Apr 1890	CELIA F.	3m. Schr.	412
4 Jun "	CITY OF WATERVILLE	Stn. Whl.	36
13 Apr 1891	AETNA	3m. Schr.	350
25 May 1892	SEDGWICK	Screw Stmr.	155
13 May 1893	ISLESFORD	"	27
16 May "	GOLDEN ROD	"	71
18 May "	A. JASHONKS	"	165
19 May 1894	NAVIS	Stm. Yacht	24
7 Jun "	MASCOT	Screw Stmr.	36
27 May 1895	TREMONT	"	81

Captain Barbour owned the LELIA, SILVER STAR, CASTINE, and NAVIS, while the SEDGWICK and TREMONT were built for the Bangor & Bar Harbor S.S.Co. The (Continued on page 80)

## CONTENTS OF THIS ISSUE

PERCY & SMALL OF BATH.....	74
BRIG NOVELTY; FLAG BOOK.....	76
CANADIAN BARKENTINE "FIRSTS".....	76
PENDLETONS OF ISLESBORO IV.....	77
BOOK REVIEWS.....	78
SAILING SHIP NEWS.....	80
NEWS, NOTES, IRISH PENNANTS.....	80
FOUR-MASTED SHIPS II.....	81
THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, 1880.....	82



## THE SHIPBUILDERS OF BATH, ME.

## II. PERCY &amp; SMALL

One of the Bath yards specializing in fore-and-afters was that established in 1894 by Frank A. Small and Captain Samuel R. Percy. According to the analysis in LOG CHIPS, vol.1, p.28, their largest product, the six-master WYOMING, was the largest wooden sailing vessel ever built, and they turned out six other six-masters and 15 five-masters.

Frank Small was born in Bath on 17 April 1865, son of Capt. Joseph Small, a shipmaster long in the service of E. & A. Sewall, whose last command was the ship THOMAS M. REED of 1877. After high school, Frank entered the office of James B. Drake, a Bath shipbroker and insurance agent, where he learned the shipping business. Six years later he was associated in a similar capacity with Capt. John R. Kelley of Kelley, Spear & Co., leaving to form the firm of Percy & Small.

The senior partner, Captain Percy, was born 13 Dec. 1856 at Parkers Head, son of Capt. Samuel R. Percy of that place who had died earlier that year at Santiago, Cuba, while in command of the bark BYRON. When young Samuel was 11, his mother married George M. Adams, a Bath shipbuilder, and he attended school at Bath until he was 16. Then he worked for six months in Treat & Lang's mill, followed by three years in the Adams & Hitchcock and Hagan & Thurlow shipyards. Then he went before the mast in the new ship M. P. GRACE.

He spent 7 years in the Cape Horn trade and in a coasting steamer out of San Francisco, becoming chief mate of the Freeport ship ENOS SOULE in 1879. In July 1882 he was appointed master of the Adams & Hitchcock schooner NORMANDY, leaving her in 1885 for the new three-master HENRY P. MASON, which he sailed until 1894, when he retired from the sea. Adams & Hitchcock had quit shipbuilding in 1884 on the death of S. P. Hitchcock; when Adams died in 1893, management of their vessels was divided between E. C. Crosby and Capt. Percy, and Percy went into partnership with Frank Small.

The first vessel built by the firm in their yard to the south of the city of Bath was the schooner CHARLES P. NOTMAN, whose keel was laid in March 1894, and which was launched on 27 August. Captain Percy managed the shipyard, while Frank Small ran the operating end of the business in the former Adams & Hitchcock office uptown.

Here is the list of vessels built by

## Percy &amp; Small:

	1894	
4m. Sch CHARLES P. NOTMAN	1518 Percy & Small	
	1895	
4m. Sch WILLIAM H. CLIFFORD	1593 Percy & Sm.	
	1896	
4m. Sch S. P. BLACKBURN	1756 Percy & Sm.	
	1898	
4m. Sch ALICE E. CLARK	1621 J.S. Winslow	
	1899	
5m. Sch M. D. CRESSY	2114 Percy & Sm.	
	1900	
5m. Sch HELEN W. MARTIN	2265 Percy & Sm.	
5m. Sch WILLIAM C. CARNEGIE	2662 J.S. Winslow	
6m. Sch ELEANOR A. PERCY	3402 Percy & Sm.	
	1901	
5m. Sch OAKLEY C. CURTIS	2374 J.S. Winslow	
5m. Sch MARTHA P. SMALL	2178 Percy & Sm.	
4m. Sch CORDELIA E. HAYS	1281 J.S. Winslow	
4m. Sch MILES M. MERRY	1589 J.S. Winslow	
	1902	
5m. Sch CORA F. CRESSY	2499 Percy & Sm.	
4m. Sch MARGARET WARD	1074 J.S. Winslow	
6m. Sch ADDIE M. LAWRENCE	2807 J.S. Winslow	
	1903	
4m. Sch FLORENCE M. PENLEY	1154 Percy & Sm.	
5m. Sch ELIZABETH PALMER	3065 W.F. Palmer	
	1904	
Sloop UMBAGEJUS (Scow)	68 Shaw Lmb. Co.	
5m. Sch GRACE A. MARTIN	3129 Percy & Sm.	
6m. Sch RUTH E. MERRILL	3003 J.S. Winslow	
	1905	
4m. Sch EVELYN W. HINKLY	698 J.S. Winslow	
4m. Sch ROBERT P. MURPHY	697 Percy & Sm.	
5m. Sch DAVIS PALMER	2965 W.F. Palmer	
	1906	
6m. Sch ALICE M. LAWRENCE	3132 Percy & Sm.	
	1907	
5m. Sch FANNIE PALMER	2233 W.F. Palmer	
5m. Sch GOVERNOR BROOKS	2628 Percy & Sm.	
	1908	
6m. Sch EDWARD J. LAWRENCE	3350 J.S. Winslow	
5m. Sch FULLER PALMER	3060 W.F. Palmer	
6m. Sch EDWARD B. WINSLOW	3424 J.S. Winslow	
	1909	
6m. Sch WYOMING	3730 Percy & Sm.	
	1912	
4m. Sch DUSTIN G. CRESSY	862 Percy & Sm.	
	1915	
4m. Sch CARL F. CRESSY	898 Percy & Sm.	
	1916	
4m. Sch ESTHER MELBOURNE	776 S.C. Love-	
(ex CHARLES D. LOVELAND) land		
4m. Sch C. C. MENGEL JR.	844 Axim Tr. Co.	
	1917	
4m. Sch SAM C. MENGEL (aux)	915 Axim Tr. Co.	
5m. Sch DUNHAM WHEELER	1936 E. Ost. Tr. Co.	
4m. Sch ANNIE C. ROSS	791 Alex. Ross	



	1918	
4m.Sch LIEUT.SAM MENGEL	907 Mengel Box	
5m.Sch ST.JOHNS, N.F.	2056 (N.Y.)	
	1919	
4m.Sch MIRIAM LANDIS	904 (Bath)	
5m.Sch JOSEPH S. ZEMAN	1956 (N.Y.)	
	1920	
4m.Sch CECILIA COHEN	1102 (N.Y.)	

The firm was incorporated as Percy & Small, Inc., about the time of World War I. It will be observed that up to 1916, except for the scow sloop UMBAGEJUS, built for the M.G.Shaw Lumber Co.of Bath, all the Percy & Small output had been for the account of J.S.Winslow & Co.of Portland, Me., the Palmer Fleet of Boston, or their own management. Their subsequent launchings were mostly for single-ship corporations, except for three schooners built for the Mengel interests of Pensacola, for the West African mahogany trade. One of these, the SAM.C.MENGEL, had an auxiliary steam engine, which was taken out at Pensacola in October 1917; the LIEUT.SAM MENGEL was rigged like a West Coaster with a squaresail yard and raffees on the foremast, and had a coppered bottom like a square-rigger.

Compared with the schooners built at Camden or Thomaston, the Percy & Small products appear to have been more strongly constructed, and to have lasted longer. The ANNIE C.ROSS, now the ELIZABETH SCOTT MOORE, is still afloat in Newtown Creek, Brooklyn, N.Y., and many of the others had useful careers as barges after their sailing days were over. Steel strapping was used extensively in the larger hulls; for example the ELEANOR A.PERCY had 290 ft of 1"x28" plate worked into her keelson and two long 3/4"x12" straps in her topsides, while the WYOMING, as described in "Maxine Engineering" for Jan.1910 and in Underhill's recent "Deep-water Sail", was strapped diagonally every four feet in both directions.

Three of the four PALMERS were lost before World War I; the FANNIE PALMER foundered 500 mi east of Gibraltar in December 1916 with a cargo of coal from Newport News for Cartagena for the Spanish Government, the crew being picked up by the British steamer LADY PLYMOUTH.

Of the larger coal-carriers run by Percy & Small and J.S.Winslow, all that remained afloat in 1916 and 1917 were disposed of at advantageous prices for the transatlantic trade. The EDWARD B.WINSLOW and ADDIE M.LAWRENCE were lost on the

French coast, while the CARL F.CRESSY and WILLIAM H.CLIFFORD were sunk by submarines in European waters. The survivors went back into the coal trade for a few years after the war, trading to Maine ports or to South America.

The last vessel owned by Percy & Small seems to have been the little three-master MARY E.OLYS, which was lost on Cape Porpoise on the first day of 1920. She had been built by the New England Co.at Bath in 1891. The Percy & Small shipyard site is now a cow-pasture, and the builder's model of the WYOMING in the Bath Public Library is the only tangible remembrance of the firm to be found in Bath.

Some spar dimensions of Percy & Small schooners may be useful for artists and modellers. The four-master S.P.BLACKBURN, which could carry 2800 tons, was 233.7 x 43.9 x 20.1 ft in registered dimensions. Her lower masts were 109 ft long including 11-ft mastheads; the fore 29" and the others 28" in diameter. The topmasts were 56 ft overall, the fore 19" and the rest 16". The spanker boom was 76', its gaff 47', and the other gaffs 45' in length.

The four-master CORDELIA E.HAYS, 202.5 x 40.3 x 18.7 ft, had 104' Oregon pine masts

The five-master M.D.CRESSY had made masts of hard pine, 114' long, the fore 29" and the others 28" diameter, with 54' topmasts. Her dimensions were 264.4 x 43.9 x 21.6.

The five-master WM.C.CARNEGIE, 289.2 x 46.3 x 22.4, had 118' x 30" Oregon pine lowers, with 56' topmasts, 21" on the fore and the rest 16". The bowsprit was 52' x 30", the jibboom 75' x 20", the staysail club 36', and the jib club 31'. The spanker boom and gaff were 86' x 20" and 56' x 14"; the others 48' x 15" and 45 1/2' x 13". The booms and gaffs were spruce and the fore topmast and jibboom hard pine.

The HELEN W.MARTIN, 281.6 x 44.8 x 20.9, had 118' lowers and 54' topmasts, and the same size spars were used on the CORA F. CRESSY, 273 x 45.4 x 27.9. The rigging details of the latter were published by G. B.Douglas in "The Ship Model Book," and have been widely reproduced.

The six-master ELEANOR A PERCY, 323.5 x 50 x 24.8, had 122' Oregon pine lowers, the fore 32" and five 31" dia. Topmasts were 54' x 21" on the fore and 16" on the rest. The jibboom was 70' x 21"; spanker boom 80' x 20"; and five sets of booms and gaffs 43' x 15" and 41' x 13".

It will be noted that the increased number of masts tended to hold gaffs and booms at a fairly constant size.



## THE BRIG 'NOVELTY'

The tanker nowadays is thought of as a fairly recent invention, like the electric light. A little digging into the records, however, shows that this is not quite the case. The Russians might be able to take credit for inventing the tanker, for carrying petroleum on the Caspian Sea, were it not for the fact that the Chinese for centuries have been operating junks that carried liquid cargoes in water-tight compartments.

One of the first tankers on the Atlantic was the iron bark RAMSEY, built on the Isle of Man in 1863 to carry petroleum, but the very early one was the iron half brig NOVELTY, built at Boston in 1869. Her trade was not in petroleum but molasses--the viscous, sticky black West Indian liquid that was the uncrystallizable portion of the juice of the sugar cane, which, fermented and distilled into Medford rum, baked in the bean pot, or poured over the breakfast flapjacks, supplied a major portion of the calories that enabled the inhabitants of New England to survive their frigid winters.

Molasses at this period was handled in hogsheads, huge casks holding 100 gallons and weighing around half a ton each. The stevedoring costs and the risks of leakage were fairly high, and it was reckoned that the NOVELTY saved \$5000 each voyage by handling the molasses in bulk. Built by the Atlantic Works of East Boston, she was launched broadside at the Glendon Rolling Mill wharf on 23 January 1869 for Nash, Spaulding & Co. of Boston. Captain Clifton H. Havener of Searsport was her master. The brig measured 128.7 x 27.2 x 12.1 feet and grossed 352 tons.

For five years the NOVELTY ran between Boston and Cardenas, making six trips each season. She was repaired and given new spars in 1872. On 30 March 1874 she sailed from Boston for Cardenas, but not long after rounding Cape Cod she ran into a northeast gale and began making water. The crew pumped steadily till the 2d of April, when, with the water gaining steadily, the bark HENRY L. GREGG hove in sight and took off Capt. Havener and his crew of 19, landing them at New York. The brig sank in 38-55 N, 73-03 W, half an hour after she was abandoned.

According to a Boston paper the NOVELTY which was insured for \$35,000, might have survived had her steam pumps been kept in good order. A Portland paper referred to

her as the "Boston tank notion."

In spite of the alleged saving of some \$30,000 a year, the NOVELTY was never copied, and it was some 40 years before molasses was regularly shipped from the West Indies in steam tankers. The reason probably involves some elementary chemistry of what goes on inside an "empty" tank that has not properly been cleaned. Molasses and water make alcohol through natural fermentation; alcohol and water make vinegar through another natural process; and the resulting acetic acid would be hard on even a wrought

iron structure like the NOVELTY's hull. Not until more was known about proper methods of tank cleaning were molasses tankers practical.

\*\*\*\*\*

## FOURTH EDITION OF U.S. FLAG BOOK

On page 90 of volume one, we indicated some doubt as to whether there actually was a fourth edition of "Flags of Maritime Nations." We have since discovered a copy in the Pentagon, in the Army Library ("For Official Use Only"). Like the 3d edition, the 4th has 31 plates made by Endicott & Co. of New York. The U.S. flag has 31 stars, and the book was published by the Bureau of Navigation in 1876.

\*\*\*\*\*

## TWO CANADIAN BARKENTINE "FIRSTS"

Among "Items of Interest" on p.256 of Lawson's "Record of Yarmouth Shipping" is a statement that the first vessel from Nova Scotia rigged as a barkentine was the LOYALIST of 1838. The launching list on p.44 calls her a bark, as does the account of her loss on p.130, so we wrote the Dominion Archivist for information, and obtained photostats of the LOYALIST's documents.

The vessel was launched 3 Oct. 1838 by Dennis Horton of Yarmouth, who swore to her certificate on 9 October, and she was registered on 17 Oct. as owned by Elisha William Budd Moody of Yarmouth 48/64 and Robert Brown of Yarmouth (her master) 16/64. She had a square stern and a man bust head, measured 87.1 x 20.9 x 11.8 feet, and per the Act of 3 & 4 Wm.4, Ch.55, admeasured 218-69/94 tons. Her rig was that of brigantine, and she had three masts. Her official tonnage, per Act 5 & 6 Wm.4, c.56, was 186-531/3500 tons.

On 4 Aug. 1840 a new document was taken out at Yarmouth, replacing the Halifax registry, "in consequence of the vessel having been altered from a Brigantine to a Barque." Her ownership was the same, but William Hammond was now master, and he lost her on St. John's Point, Donegal Co.,



Ireland, on 22 Sept. 1840, while bound from St. John, N.B., to Sligo with a cargo of forest products.

The first description of the LOYALIST as a "three-masted brigantine" leaves little doubt that she actually was a barkentine (the earliest that we have yet heard of), but it would be interesting to know whether this is the only basis that Lawson had for calling her a barkentine, or whether a painting of her exists.

Canada also can claim the distinction of having produced the earliest known four-masted barkentine. On p. 304 of "Wooden Ships & Iron Men," F.W. Wallace assigns that distinction to the CANADIAN, built in 1889 by W.P. Cameron of South Maitland, N.S., but actually this vessel was first called EUSENADA, and she is listed as late as 1925 as the RIO NEGRO of Montevideo. An earlier four-master was the DARWIN of Charlottetown, P.E.I.

Early "Lloyd's Registers" list the DARWIN both as four-masted barkentine and as four-masted schooner, so again we applied to the Dominion Archives for the official story, and again photostats of the original documents were promptly furnished. The DARWIN was built at Summerside, P.E.I. on 25 June 1884 by James W. Richards of Bideford, P.E.I., who owned all 64 shares. Her document, dated 9 July, listed her as a four-masted barkentine, 161.9 x 29.9 x 17.3 ft, 521 gross and 498 net tons. On 23 Oct. 1884 this Charlottetown register is endorsed with an authorization to Thomas Picton Richards, merchant of Swansea, Wales, to sell the vessel at any port out of the Dominion of Canada within 12 months with no minimum price, and on 8 Nov. she was sold to Alexander George Moffat at Swansea and registered at that port. The DARWIN is listed as owned by T.P. Richards & Co. of Swansea until dropping out of "Lloyd's Register" about 1898.

The only other Canadian-built four-masted barkentine of which we have record was the T.H. MacDONALD, 1179 tons, built at Meteghan, N.S., in 1919 by T.H. MacDonald for his own account.

We gave a list of five- and six-masted barkentines, page 117 of LOG CHIPS for January 1950, and promised later lists of four-masters. Since, however, these will all be included in the Thober list in due course, they will not be listed separately in advance.

## THE PENDLETONS OF ISLESBORO -- IV (concluded from p. 66)

Another BLANCHE C. PENDLETON was the former EDWARD T. STOTESBURY, a four-master which was renamed after being ashore on Knight's Key, Fla., in Oct. 1910 and was finally lost at Colon in February 1919. Two Florida-built four-masters were bought by Pendleton Bros. just after World War I, the VILLE DE DINUDE, renamed GRACE N. PENDLETON, and the GEO. H. BARNES, renamed GUILFORD D. PENDLETON. In this period also the firm acquired a number of miscellaneous big schooners (often at U.S. Marshal sales), such as the RACHEL W. STEVENS, CITY OF PORTLAND, ASTORIA, and DUNHAM WHEELER, the barkentines JOHN C. MEYER and MARSALA, and the Lake-built barge IRON QUEEN.

They also bought the iron bark BENMORE, intending her for a coal hulk at St. Thomas, V.I., but she apparently was never so used. The firm also operated a coal yard in Jamaica.

Both supplying coal for steamers and the operating of sailing vessels were dying businesses after World War I. The firm had a few steamers at this time, mostly Shipping Board wooden types, and they made one notable experiment when they attempted to pay a steamer crew on a profit-sharing basis-- a deal typical of the "tightest vessel operators since the time of Noah," as one authority has characterized them-- but the experiment was not a success.

Fields S. Pendleton died in January 1923, leaving a gross estate of \$920,000, of which \$435,000 was in vessel property, but his net worth was given as only \$175,000. From this time the tonnage owned by the firm steadily dwindled, until the last three vessels were the ALICE L. PENDLETON, sold in 1930 or 1931 for a de luxe cruise that never materialized; the DUNHAM WHEELER, lost in November 1930; and the CITY OF PORTLAND, sold in December 1930 to become a pavilion at Albany, N.Y. So ended the operations of what was in its day the largest owner of sailing vessels on the Atlantic Coast. We have already identified the male Pendletons for whom their vessels were named. Among the ladies, Eliza J. was Fields S. Pendleton's grandmother; Grace N. and Alice L. were his sisters, Blanche C. his wife, and Virginia his daughter. We are not sure where Brina P. and Anna fitted in.



## BOOK REVIEWS

MARCH, Edgar J., "Sailing Trawlers," xvi, 384 pp.; 180 ill.; 50 figs.; 16 plans; glossary; index. Percival Marshall & Co., London, 1953. Price 63s (\$9.85)

This is the sequel to "Sailing Drifters," which we reviewed in January, and a worthy companion volume it is. Trawlers are the vessels that sought demersal fish like cod, haddock, and the flatfishes with long lines or oftener with nets hauled over the bottom. Most of these vessels were rigged as cutters or as ketches. Many of the ketches were originally cutters that had been lengthened amidships, and purists distinguished their rig with running bowsprits as "dandy," in contrast to the trading ketches with their fixed, steeved bowsprits.

Trawlers were usually known generically as "smacks," a word generally restricted in America to fishing vessels fitted with a well in which to bring back the catches alive; these latter in Britain were known as "well smacks," and were built as late as the '80's. The fast steam carriers that were built to work with the trawling fleets retained the designation of "cutter," even as have the vessels of the U. S. Coast Guard to this day, although both groups have long since lost any resemblance to the cutter rig.

Many of the sailing trawlers were built from the same models as drifters, the chief difference in rig being that the drifter had a boomless mainsail without topmast, the mast lowering in a tabernacle, while the trawler had a boomed mainsail and topmast. There were also "converter smacks," used both for drifting and for trawling, whose rig was altered as required.

Again in this volume Mr. March has followed the procedure of letting the first-hand statements of men familiar with the fishery in its various aspects tell the history. Again the illustrations are divided among a splendid series of photographs, a wide variety of plans, and a set of clear pen drawings of various details. These latter include all the fittings of the trawler MASTER HAND, built in 1920, and parallel a complete description of her in the text.

The author's use of commas between sentences is as undisciplined as ever, but the plans in this volume that are too large are on folding plates, a distinct improvement.

An appendix gives prices of items used in building a smack in 1908, a bill for ironwork, and details of spars, rigging, and outfit in 1884.

A few of the trawlers, fitted with engines, still work out of British ports, and many are still owned in Scandinavia and the Faeroes. This book will preserve their memory from the days of sail.

HARDING, Louis Allen, "A brief history of the art of navigation; an outline and background of the methods employed by navigators for finding their way around the seas," 142 pp.; 58 figs. William-Frederick Press, New York, 1952. Price \$3.75.

Like many books, this one has been compiled from other books, rather than from a practical knowledge of the subject, and it suffers accordingly. It starts with a historical outline that goes back to classical times, then proceeds through dead reckoning, latitude, and longitude, to the voyages of Columbus, leaning heavily here on the work of Morison and McElroy, and, like them, neglecting current in reproducing his dead reckoning.

The "travis" board is mentioned in a quotation from John Smith, but there is no explanation of how it was used. The illustrations include two pages of postage stamps commemorating Columbus and other navigators. There is a bibliography, but no index.

It is stated on p. 51 that the SOVEREIGN OF THE SEAS sailed from Honolulu to New York in 22 days, which is just 60 days short of the correct figure.

BOWEN, Dana Thomas, "Shipwrecks of the Lakes told in story and picture," xv, 368 pp.; 60 ill. The author, Daytona Beach, Florida, 1952. Price \$5.00.

The third volume on the Great Lakes produced by Mr. Bowen, this one is adequately described by its title. It has a 20-page chronological list of Great Lakes vessel losses and an index of ship names.

DUGAN, James, "The great iron ship," in "New Yorker" 19 and 26 Sept. 3 & 10 Oct. 1953

A history of the steamship GREAT EASTERN of 1858 is not the sort of thing one expects to find in a popular magazine these days, but one of the charms of the "New Yorker" is its flair for providing the unexpected. The GREAT EASTERN, by being



40 years ahead of her time, in size if not in efficiency, attracted enough attention in her years afloat from 1858 to 1889 that every voyage is well documented and Mr. Dugan has put together her entire background and history, beginning with a biographical sketch of Isambard K. Brunel, her builder, taking her through her transatlantic passenger service, cable laying, and her days as a floating carnival and billboard to her breaking up at New Ferry across from Liverpool.

He handles the complicated nautical terminology surrounding her with only an occasional blunder and has produced a highly readable narrative. His only major error seems to be in accepting the story that a skeleton was found in the GREAT EASTERN's double bottom when she was broken up.

Unless our sources on English jurisprudence have greatly misled us, such a discovery would have called for a coroner's inquest, and all the facts would be on public record. No one yet has produced such facts, and in their absence we prefer to believe that the story is a myth.

VILLIERS, Alan, "The way of a ship: being some account of the ultimate development of the ocean-going square-rigged sailing vessel, and the manner of her handling, her voyage-making, her personnel, her economics, her performance, and her end," 429 pp.; ill. Charles Scribner's Sons, New York, 1953. Price \$6.50.

(Reviewed by Frank W. Thober)

"The Way of a Ship" is quite worth while, though rather uneven. Some parts of it are excellent, but Villiers devotes a lot of space to wishful thinking and mooning on the subject of the departed glory of sail. Generally, as in all his books, the best parts are those in which he sticks to reporting his own experience and observations: he is good at this and certainly gives the reader the feeling of being right there on the ship.

However, the passage of time seems to have cast a rosy glow over his memories of his seagoing days. Compare his description of life on a square-rigger in this book with what he wrote 15 or 20 years ago, and you will find that there has been a marked increase in glamor and a reduction in the dangers, discomforts, and hard work involved in sailing a big deep-laden ship with a small crew.

The rather extensive parts of the book on the Laeisz ships are good and supplement the somewhat sketchy treatment given them by Lubbock. There is still room for a thorough study of this fleet, which was certainly the outstanding group of sailing vessels of recent years. It has long been my opinion that these ships were the highest development of the commercial sailing vessel, and it is gratifying to find someone else who agrees. There is little doubt that if it had been possible for the sailing vessel to survive as a paying proposition, it would have been along the lines of these German ships.

Unfortunately, Villiers suffers from the same disability that afflicts most British sea writers in some degree-- a blindness for American ships and their performances. When they do mention them at all, they give such a distorted idea of them that it would probably be better if they ignored them entirely. Typical examples are Underhill's skimpy treatment in "Deep Water Sail", and the mass of misinformation Lubbock published under the name of the "Down Easters." Villiers is no different, for after mentioning the reasons for the decline of the American clipper ship, he says that the Maine shipbuilders imported the plates for a steel four-master or two and then turned to schooners, entirely ignoring the hundreds of square-riggers built here in the sixties, seventies, and eighties.

It is in the list of record passages in the appendix that he really does a job of slighting the Yankees. The only San Francisco to New York passage he has listed here is 89 days for the BENJAMIN F. PACKARD in 1892. According to Matthews the correct time for this run is 94 days, but even if it were 83 as sometimes stated it was not the record. Other important records omitted are the PANAMA's 86 days from S.F. to Liverpool, YOUNG AMERICA's 99 in the other direction, WILD PIGEON's 50 and 51-day runs from Chile to New York, which are as good as anything done by the P ships, and the GLORY OF THE SEAS' 35-day transpacific run. In the bibliography, he mentions Cutler's, Matthews', and Clark's books, but apparently he has not read them thoroughly.

Not the least valuable part of the book is the illustrations. Although most are familiar, they are exceptionally well chosen to complement the text. They include about 40 plans and other drawings by Underhill and 80-odd photographs.



## THE BARBOURS OF BRUNSWICK,

continued from page 73.

CITY OF WATERVILLE, built for Augusta, Me., owners for service up the Kennebec, was the only stern-wheeler built in the yard. The schooners HATTIE H. BARBOUR and ANNE LORD were built in the Warren yard, a short distance down river from the Oakes site.

Captain S.H. Barbour died in June 1896, and the business was continued by his sons, Captain Henry J. Barbour and Captain George H. Barbour. The latter, who now lives in Florida, has furnished most of the information in this account. At the time of his death, the elder Captain Barbour still owned the CASTINE, which had been used in the excursion business out of Bangor, and the yacht NAVIS. They were sold to settle the estate, the NAVIS going to Frank Jones of Portsmouth, N.H., and the CASTINE to Coombs Bros. of Islesboro for Penobscot Bay trading.

In the autumn of 1899 the CIMBRIA ran on the rocks at Bar Harbour and was badly damaged. She was hauled out and rebuilt at the Barbour yard and went back into service in 1900. Another rebuilding job that fall was on the steamer M. & M., owned by Bennett & Kerst of Bucksport, which had 20 feet added in the midship section and was launched again on 1 December 1899.

In March 1902 the brothers built the 149-ton excursion steamer VERONA for their own account, to be commanded by G.H. Barbour. She was the last of the line of steamboats to be built by the Barbours, and the shipyard was discontinued. The VERONA had the engine of the former AMASHONKS.

Captain Henry Barbour died in June 1951 in his 82d year. Captain George H. Barbour, whose last license was numbered 16-16, was born in 1866, and started to go deep water in December 1917 as second mate of the Clyde freighter INCA. Though he never commanded an ocean-going vessel, he served as pilot of several, and he finally retired from the sea as third mate of the Munson freighter MUNDIXIE in June 1934.

\*\*\*\*\*

## SAILING SHIP NEWS

C.A. THAYER, 3m. sch. Was featured at the centennial celebration of Port Gamble, Washington, early in September.

CONSTANCE, sch. Ex yacht. 29 Aug. sailed Providence R.I. 16 Oct. arr Dakar 44 d after a rough passage; general cargo.

DANMARK, Dan. aux. tr. ship. 11 Sept. sailed Copenhagen; 19th arr London. 25th left London, 2 Oct. passed Ushant, 14th arr Lisbon, 19 Oct. sailed Lisbon; 28th sailed Madeira for Santos.

DEWARUTJI, Indones. aux. tr. bkn. Ran trials early July; 9 July sailed Cuxhaven for Hamburg; 28 July sailed Hamburg, 2 Aug. passed Lizard; 17 Aug. arr Port Said; 30th arr Aden; sailed 1 Sept.

EMERY RICE, aux. tr. bkn. (ex NANTUCKET ex USS RANGER) Now permanently moored at Kings Point, N.Y., as a museum ship. It was she and not STEVEN SEAS we saw there in the haze from the BOWDOIN last May. ERNESTINA, Port. 2m. sch. 11 Sept. arr Providence, R.I., 42 d from CVI; 1 pass.; small cargo beans, tapioca, flour, snuff tobacco. Weathered two hurricanes en route.

GEORGIO CINO, Ital. aux. bkn. See p. 36 of Nov. 1952 LOG CHIPS. Is ex bark yacht FANTOME, built as French bark BELEM.

MADALAN, Port. aux. bgn. 3 Sept. 1953 arr Providence RI 21 d from St Vincent CVI, 17 pass; 1½ tons tapioca, 3500 lb beans, and misc. cargo. 8 Sept. labelled by US for \$3300 damage to Halfway Rock navigation beacon last 15 Nov.

MERCATOR, Belg. aux. tr. bkn. 7 Aug. arr Antwerp, from Quebec 10 July.

WAWONA, 3m. sch. Sale to Ralph Peterson cancelled. Reported in a deal to carry livestock to Siberia, or to Hawaiian Is., but currently idle at Lake Union, Seattle. (With thanks to Gordon Jones, Alan Villiers, Giles Tod, and R.H.I. Goddard Jr.)

\*\*\*\*\*

## NEWS, NOTES, AND IRISH PENNANTS

WAR OF 1812 GUNBOAT RAISED— AP dispatch from Penetanguishene, Ont., 31 Aug., reports U. of Western Ontario salvage party has raised U.S. gunboat SCORPION, veteran of Battle of Put-In-Bay, later captured by British. John Shedd writes, however, that John R. Stevens has pronounced her on examination to be TECUMSEH.

OREGON IN THE COURTS— The hull of the Spanish War battleship OREGON is still at Guam, pending return to the State of Oregon for preservation as a relic. The only hitch is that it would cost an estimated \$2,500,000 to bring her back and restore her superstructure. The company who bought her in 1943 for scrap, and from whom she was requisitioned by the War Shipping Administration for service as an ammunition barge, was recently awarded \$25,000 in the Court of Claims as the scrap value of the hull at the time of requisition.

FATE OF ERSKING M. PHELPS— The famous Bath-built four-masted bark ERSKINE M. PHELPS became an oil barge in 1913. For many years she was operated along the  
(continued on p. 84)



## FOUR-MASTED SHIPS -- II

The following vessels have been listed in various sources (including, in many cases, the launching lists in LOG CHIPS) as four-masted ships. However, Mr. Winston Langdon's researches definitely have established that they never carried yards on the aftermost mast, and that therefore they were always four-masted barks:

1883 ALBYN  
1888 AFGHANISTAN  
1886 ANDRINA  
1886 BANNOCKBURN  
1888 BUCKINGHAM  
1890 CALIFORNIA  
1887 CLAN BUCHANAN  
1886 COLONY  
1890 CROFTON  
1884 CRAIGBURN  
1883 DRUMBLAIR  
1887 DRUMCLIFF  
1885 DRUMCRAIG  
1883 DRUMCELTAN  
1882 DRUMUIR  
1887 DUCHALBURN  
1882 DUNDEE  
1883 EARL OF JERSEY  
1886 ELLESMERE  
1884 EUSTERE  
1894 FALLS OF ETTRICK  
1886 FALLS OF HALLADALE  
1883 FINGAL  
1891 FORTEVIOT  
1884 FORT GEORGE  
1888 GALGATE  
1886 GENERAL GORDON  
1886 GILCRUIX  
1882 GLENFINLAS  
1882 GLENORCHY  
1886 GOVANBURN  
1888 HOLKAR  
1889 HOLLINWOOD  
1889 JANET COWAN  
1885 KATE THOMAS  
1889 KELBURN  
1887 KENILWORTH  
1883 KENTMERE  
1882 LORD DOWNSHIRE  
1889 LORD ROSEBURY  
1888 LORD SHAFTESBURY  
1883 LORD VOLSELEY  
1892 LORD TEMPLEMORE  
1886 LYNDHURST  
1885 LOCH BROOM  
1885 LOCH CARRON  
1881 LOCH MOIDART  
1881 LOCH TORRIDON  
1885 LUCIPARA  
1891 MASHONA  
1884 MOEL TRYVAN

1886 NILE  
1889 NORD  
1892 PAUL RICKERS  
1882 PINMORE  
1885 PRINCIPALITY  
1886 PROVINCE  
1887 RETEE RICKERS  
1884 SILBERHORN  
1887 SINDIA  
1885 RICHARD HAYWARD

1887 SOKOTO  
1882 TALAVERA  
1886 TASMANIA  
1882 TETVOTDALE  
1883 W.J. PIRRIE  
1882 WALTER H. WILSON  
1891 WAMPFRAY

The above were all British-built vessels, and in addition all vessels built in North America or on the continent of Europe (except L'INVENTION of 1801) should be excluded from any list of four-masted ships.

It will be observed that RICHARD HAYWARD and MOEL TRYVAN in the above list were on the "doubtful list" on p.70 of July LOG CHIPS. Mr. Langdon has since obtained their sail plan from their builders, which definitely proves them to have been four-masted barks.

DUNDEE's sail plan also proves her to have been a four-masted bark. On the other hand, Mr. Allen Knight has photos of BIDSTON HILL and HOLM HILL as four-masted ships.

Significant evidence concerning others in the "doubtful" list has been provided by Mr. Frank W. Thober, who traced the rig designations in the "Mercantile Navy List." The following are all listed there as four-masted barks:

1887 ALTHORE	1884 GENERAL ROBERTS
1881 BEN DOURAN	1883 KNIGHT OF ST. MICHAEL
1877 BENARES	1882 LIVERPOOL
1883 EARL BEACONSFIELD	1888 MARION LIGHTBODY

Two more vessels have been added on good authority to the list of four-masted full-riggers. One is the ECCLEFECHAN of 1882, which is listed merely as a "Ship" in early registers. However, she is called a four-masted bark in the "Record" for 1897, while Millett in "Yarns of an Old Shellback," p.43, says quite definitely that she was a four-masted ship.

The other is the COUNTY OF PERTH, built at Glasgow in 1874 either by Connell or Barclay, Curle, and lost on her maiden voyage in October 1874. According to Mr. Jens Malling of Copenhagen, the COUNTY OF PERTH was a four-masted full-rigger and the prototype of all the others in Craig's fleet.

Two four-masted ship illustrations in Lubbock's books can now be better identified. The damaged vessel opposite p.218 of "Last of the Windjammers," v.1, is COUNTY OF DUMFRIES at Chittagong in October 1895. Opposite p.344 of "Log of the CUTTY SARK" is WEST LOTHIAN.

Any reader with information that contradicts the evaluations in the above list, or that bears on the lists in the previous issue of LOG CHIPS, is urged to write us or Mr. Langdon at the following addresses:

LOG CHIPS	Mr. Winston Langdon
7801 Gateway Blvd.	Hornersville
Washington 28, D.C.	Missouri.



THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.69  
1881

A. F. CROCKETT	433 Bath, Me.	Goss & Sawyer	Lost May/June 1894.
ADA A. KENNEDY	633 Bath, Me.	Goss & Sawyer	Lost 1893.
ALICE A. HALL	356 Camden, Me.	H. M. Bean	Sunk Dec. 1881.
ANDREW J. YORK	228 E. Deering, Me.	George Russell	Lost 1891.
ANN J. TRAINER	426 Camden, N.J.	S. W. Tilton	Submarined 16 Sept. '17
B. L. BURT	757 Bath, Me.	A. Sewall & Co.	Lost 1893/94.
BELLE O'NEILL	467 Bath, Me.	William Rogers	Foundered 4 Feb. 1909.
C.	138 Bridgeton, N.J.	W. H. Phillips	Wrecked Jun. 1889.
CHARLES L. JEFFREY	348 E. Boston, Mass.	J. M. Brooks	1920 sold Portuguese; renamed first UNIAO II and later VIAJANTE.
CHARLES L. MITCHELL	597 New Haven, Conn.	H. H. Hanscom	Abandoned 8 Dec. 1906.
CHARLES NOBLE		Goss, Sawyer & Packard	March 1918 sold to France; rn NIEVRE.
SIMMONS	753 Bath, Me.		
CLARA S.	428 Bath, Me.	Goss & Sawyer	Wrecked 14 July 1897.
		at the mouth of the Kennebec; rn EDWARD W. SCHMIDT	Feb. 1884.
COX & GREEN	591 Newburyport, Mass.	Atkinson & Fillmore	Foundered 30 Nov. '10.
D. D. HASKELL	317 Belfast, Me.	Jacob Y. Cottrell	Wrecked 9 May 1905.
DAVID W. HUNT	348 Bath, Me.	Deering & Donnell	Lost 1888/89.
E. H. CORNELL	355 Bath, Me.	Deering & Donnell	Lost 1895.
EDWIN A. GASKILL	350 Leesburg, N.J.	John Russell	Lost 1898/99.
ELLA M. HAWES	297 Bath, Me.	B.W. & H.F. Morse	Lost 1893.
EMMA C. MIDDLETON	527 Philadelphia, Pa.	Birely, Hillman & Streaker	Lost 1904/05.
ENOCH ROBINSON	573 Bath, Me.	Goss & Sawyer	Lost 1881.
EVA L. FERRIS	590 Newburyport, Mass.	Atkinson & Fillmore	Lost 1902.
FANNIE BROWN	508 Northport, N.Y.	Jesse Caril	Sunk 26 Dec. 1899.
FANNIE A. GORHAM	324 Belfast, Me.	Carter Bros.	Lost 1896.
FANNIE L. CHILD	425 Waldoboro, Me.	A. Welt & Co.	Lost 1902/03.
FRANK M. McGEAR	375 Milford, Del.	J. W. Abbott & Co.	Lost 1890.
GEN'L ADELBERT AMES	476 Camden, Me.	H. M. Bean	Wrecked 21 Jan. '14.
GEORGE MOULTON JR.	407 Bath, Me.	BW, HF & CW Morse	Lost 1891/92.
HARRY A. BARRY	469 West Haven, Conn.	Gessner & Marr	Lost 1886/87.
HANNAH M. LOLLIS	299 Lebanon, Del.	J. C. Wells	Lost March 1882.
HELEN MONTAGUE	407 Rockland, Me.	A. F. Ames	Aug. 1917 sold French.
HELEN A. CHASE	599 Wiscasset, Me.	J. M. Haynes	Lost 1890/91.
HELEN H. BENEDICT	770 Bath, Me.	Goss, Sawyer & P.	Wrecked 6 Feb. 1914.
HENRY WADDINGTON	494 Milton, Del.	D. H. Atkins	Lost 1892.
J. HOWELL LEEDS	414 Mauricetown, N.J.	J. W. Vanneman	Wrecked 1 Dec. 1918.
JAMES A. GARFIELD	416 Brewer, Me.	Cakes & Son	Wrecked 5 Aug. 1902.
JENNIE S. HALL	450 Waldoboro, Me.	William Fish	Missing Aug. 1916.
JOEL COOK	392 Camden, N.J.	Morris & Mathis	Barge '91; exempt '00.
JOSEPH M. HAYES	302 Bath, Me.	B.W. & H.F. Morse	Lost 1888/89.
JULIA S. BAILEY	322 Bath, Me.	Goss, Sawyer & P.	Missing Dec. 1897.
LIDA J. LEWIS	563 Camden, N.J.	S. W. Tilton	Lost 1897/98.
LIZZIE B. WILLEY	573 Thomaston, Me.	Dunn & Elliott	Foundered 10 Apr. '15.
LIZZIE S. HAYNES	437 Wiscasset, Me.	J. M. Haynes	Lost 21 May 1890.
LOUIS BUCKI	416 Middle Haddam, Conn.	J. H. Woodhouse	Lost 1890.
(Steam auxiliary)			
LUCIA PORTER	332 Belfast, Me.	G. W. Cottrell	Foundered 26 Aug. '16.
MARTHA S. BEMENT	479 Bath, Me.	Goss & Sawyer	Missing Dec. 1909.
MARY SANFORD	479 E. Boston, Mass.	J. M. Brooks	Abandoned 31 Jan. '09.
MARY E. MORSE	644 Bath, Me.	B.W. & H.F. Morse	Junked about 1919.
MESSENGER	344 Bath, Me.	William Rogers	Lost 1895.
MILFORD	226 Rockland, Me.	Francis Cobb	Lost 1893/94.



## 1881, continued.

MINNIE	272 Berwick City, La.		Lost 1888.
MORRIS W. CHILD	512 Camden, Me.	H. M. Bean	Lost 1901/02.
NELSON BARTLETT	670 Thomaston, Me.	S. Watts	Made barge at Pensa- cola 1899, after casualty. Laid up 1904; junked 1907.
NETTIE CHAMPION	445 Deal's Point, N.J.	John Clark	Abnd. 27 Dec. 1909.
RAYMOND T. MAULL	538 Coopers Point, N.J.	S. W. Tilton	Wrecked 21 March 1906.
REBECCA S. MULFORD	579 Millville, N.J.	J. D. Bell	Lost 1886.
ROBERT H. RATHBUN	366 Bath, Me.	Goss, Sawyer & P.	Lost 1898.
ROBERT H. PARKER	379 Milford, Del.	T. Carlsle	Lost 1893.
ROBERT GRAHAM DUN	595 Bath, Me.	Goss, Sawyer & P.	Abnd. 6 April 1915.
S. M. THOMAS	760 Bath, Me.	Arthur Sewall	Lost 1885.
SALLIE YOUNG	396 Dennisville, N.J.	G. P. Wentzell	Lost 1883/84.
SAMUEL B. HUBBARD	403 New London, Conn.	James Davidson	Sept. 1916 sold British.
SAMUEL H. WALKER	593 E. Poston, Mass.	R. Crosbie	Lost 1894.
SAMUEL S. THORP	528 City Island, N.Y.	David Carll	Jan. 1917 sold Danish;
	rn BARON ROSE of London; later aux. LAUMONA of London.		
SUSAN H. RITCHIE	540 E. Boston, Mass.	John H. Grant	Lost 1894.
TAMOS	388 Bath, Me.	Goss, Sawyer & P.	Lost 1891/92.
THOMAS B. GARLAND	348 Bath, Me.	Goss, Sawyer & P.	Wrecked Oct. 1921.
THOMAS W. HYDE	515 Bath, Me.	Adams & Hitchcock	Lost 1898.
WACCAMAW	458 Port Jefferson, N.Y.	J. M. Bayles & Son	Became barge, 1913.
WILLIAM BEAZLEY	238 Bucksport, Me.	Wm. Beazley & Co.	Lost 1889/90.
WILLIAM O. SNOW	589 Bath, Me.	Goss & Sawyer	Missing Nov. 1898.
WILLIAM LORMAN		Goss	Nov. 1904 rn BEULAH
ROBERTS	763 Bath, Me.	& Sawyer	McCABE; fndrd. Sep. '08.
WILLIAM MEYER	58 Lake Charles, La.		Lost 1885.
WILLIE L. NEWTON	385 Bangor, Me.	Crosby Bros.	Abandoned Apr. 1904.
WOODWARD ABRAHAMS	744 Waldoboro, Me.	A. Storer & Son	Submerged 22 Apr. '17.
WYER G. SARGENT	324 Sedgwick, Ma.	Billings	Lost 1891.

## 1880

ABBIE H. GHEEN	266 Frederica, Del.	Nathaniel Lank	Wrecked 13 Feb. 1916.
ALFARETTA S. SNARE	252 Bath, Me.	William Rogers	Lost 1899/1900.
ALICE HEARN	347 Milton, Del.	C. C. Davidson	Lost 1887.
ANNA R. BISHOP	448 Wilmington, Del.	Jackson & Sharp Co.	Missing Jan. 1909.
ANNIE C. GRACE	516 Camden, N.J.	Morris & Mathis	Missing Dec. 1910.
ANNIE L. HENDERSON	428 Camden, Me.	H. M. Bean	Burned 1 Sept. 1906.
AUSTIN D. KNIGHT	391 Camden, Me.	Coombs & Co.	Lost late 1902.
B. FRANK NEALLEY	274 Bath, Me.	Goss, Sawyer & P.	Sold foreign 1907.
BELLE HIGGINS	412 Bath, Me.	A. Sewall & Co.	Foundered 7 Mar. 1914.
	Renamed JULIA A. TRUBEE, July 1890.		
BESSIE C. BEACH	341 Fairhaven, Conn.	Howard H. Hanscom	Wrecked 6 Dec. 1912.
BLANCHE HOPKINS	634 Coopers Point, N.J.	S. W. Tilton	Lost 1905.
CHARLES H. MORSE	535 Bath, Me.	B. W. & H. F. Morse	Lost 1886.
CITY OF AUGUSTA	580 Bath, Me.	Goss & Sawyer	June 1918 sold
	Cuban; rn LUCIA.		
EDITH R. SEWARD	244 Dorchester Co., Md.	Wm. J. Lambdin	Lost 1892.
ELECTRIC LIGHT	564 Bath, Me.	Deering & Donnell	Lost 1889/90.
ELISHA GIBBS	489 Bath, Me.	Goss & Sawyer	Lost 1896.
ELM CITY	672 Bath, Me.	Goss, Sawyer & P.	Fndrd. 24 March 1912.
ERASTUS WYMAN	597 Bath, Me.	Goss, Sawyer & P.	May 1898 rn
	PASADENA. 21 Nov. 1905 wrecked at Fernandina, Fla.		
FANNIE A. MILLIKEN	263 Bath, Me.	Hagan & Thurlow	Lost 1897.
FRANK HARRINGTON	634 Waldoboro, Me.	A. Storer & Son	Lost 1890.
GEORGE M. ADAMS	641 Bath, Me.	Adams & Hitchcock	Lost 1897.
GOVERNOR HALL	589 Milford, Del.	J. W. Abbott & Co.	Foundered Nov. 1896.



1880, continued.

GRACIE N.	419 Port Jefferson, N.Y.	J. M. Bayles & Son.	Lost 1885.
HARRY MESSER	627 Bath, Me.	Goss & Sawyer	Wrecked 24 Dec. 1908.
HOPE HAYNES	216 Wiscasset, Me.	J. M. Haynes	Junked 1909.
HORATIO	408 Bath, Me.	Goss & Sawyer	Junked 1913.
J. A. HATRY	172 Portland, Me.	Edward C. Brewer	Lost 1890/91.
JAMES B. OGDEN	678 Alexandria, Va.	Alex. MR & SB Co.	Lost 1895/96.
JAMES T. MORSE	561 Bath, Me.	B.W. & H.F. Morse	Lost 1885/86.
JEANIE LIPPITT	742 Boston, Mass.	J. M. Brooks	Wrecked 22 Dec. 1908.
JOHN G. SCHMIDT	495 Leesburg, N.J.	John Russell	Lost 1904/05.
JOHN R. FELL	354 Bath, Me.	William Rogers	Missing 1915.
JOSEPHINE (IRON)	365 Philadelphia, Pa.	Cramp & Son.	1912 became coal
	barge, N.coast Cuba.	Rerigged later; foundered	Habana harbor.
KATE MARKEE	503 Bath, Me.	A. Sewall & Co.	Lost 1894.
MARY SPRAGUE	649 Thomaston, Me.	S. S. Gerry	Lost 1896/97.
MELISSA TRASK	236 Brewer, Me.	Perkins	Wrecked 22 Sept. 1922
MOSES WEBSTER	488 Bath, Me.	Goss & Sawyer	Lost 1885/86.
NELLIE S. PICKERING	279 Belfast, Me.	Carter & Bro.	Lost 1895.
ORVILLE HORVITZ	515 West Haven, Conn.	Gessner & Marr	Lost 1887.
RICHARD S. LEAMING	487 Dennisville, N.J.	Geo.P. Wentzell	Lost 1904/05.
ROBBIE L. FOSTER	430 Camden, Me.	H. M. Bean	Wrecked Oct. 1882.
ROBERT W. DASEY	356 Milton, Del.	Charles H. Atkins	Lost 1899.
SARAH & ELLEN	582 E. Deering, Me.	George Russell	Lost 1899.
SPARTAN	623 Bath, Me.	Goss, Sawyer & P.	Lost 1903.
STELLA M. KENYON	375 Belfast, Me.	Brown & McDonald	Lost autumn 1890.
TAYLOR DICKSON	600 Camden, N.J.	Morris & Mathis	Lost 1892.
W. H. OLER	693 Bath, Me.	D. Blaisdell	Aug. 1901 rnmELROSE;
	15 Feb. 1908 wrecked on Cape Hatteras,	N.C.	
WILLIAM B. WOOD	598 Camden, N.J.	Morris & Mathis	Lost 1893/94.
WILLIAM P. HOOD	665 Bath, Me.	Goss, Sawyer & P.	Foundered 5 Nov. 1916.
WILLIAMS C. WICKHAM	329 Milford, Del.	Thomas Carlyle	Lost 1902.
ZACCHEUS SHERMAN	767 Bath, Me.	Goss & Sawyer	Wrecked 28 Feb. 1913.

## NEWS, NOTES, IRISH PENNANTS, contd. from p.80

Pacific Coast by the Union Oil Company, carrying crude oil to their refinery on San Francisco Bay, and about 1930 she was retired to service in Los Angeles Harbor. Taken over by the U.S. Navy on 3 Nov. 1942, she was designated Y.O. 147, and became a bunker depot at Manus. In response to a recent inquiry as to her whereabouts, the San Francisco Maritime Museum received the following dispatch: NAVY SANK YO 147 8 DECEMBER 1945 MANUS ISLAND.

She was lost on Spanish Cay Reef, Abaco, B.W.I., on 29 March 1894.

COLBERT— This French bark (LC, v.3, p.36) was owned by Alexandre Viot of Nantes and measured 1608 tons.

FATES OF ESSEX-BUILT THREE-MASTERS— Gordon Thomas furnished the following on schooners listed on pages 31, 32, and 43 of vol.2:

GENERAL WOOD A.D. Story, builder. Lost 1940, Grand Turk, B.W.I.

BEULAH MAE Lost Catalina NFL 1925

GEORGE A WOOD Lost Sable I, NS, 1930

OLIVETTE Lost Iceland 1924

MARNE Rn. GORDON FREDGE; lost at sea Dec. 1924

NAT L. GORTON Last listed as THELMA of Venezuela 1935/6.

GENERAL GOUGH Lost with all hands in Atlantic 1931

JESSE H. FREEMAN ORIGINALLY SCHOONER— Lew Parker writes in response to our comment on this vessel on p.72 that he has a Stebbins photo of her as a steam auxiliary three-masted schooner. She should therefore be added to the list on page 57.

ALBERTINE ADOUE— Correct the spelling of this schooner's name on p.116 of LC v.2.